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NOTARY'S AND CONVEYANCER'S MANUEL. By Florian Giauque, of the Cincinnati Bar. Second Revised Edition. Cincinnati: Robert Clarke Co. 1897. pp. viii, 389.

This little volume has been compiled, primarily, as the title would show, for the practical use and convenience of notaries public and general conveyancers. There has been no attempt to criticise or compare the laws of our different States upon the subjects dealt with, but only to state those laws as they exist. A second edition was required because of many recently revised and enacted statutes. The plan of the book is to treat of the various powers of notaries and commissioners, concerning which the statutory provisions of each State are clearly and concisely given, with the required forms of conveyances. With the aid of an ample index and the headings of the sections in bold type, it is an easy matter to find the particular laws of any State desired. In brief, the author seems to have succeeded admirably in fulfilling his purpose of making the book "reliable, practical, and convenient." S. H.

FEDERAL TRUST LEGISLATION. By Carman F. Randolph. Boston: Ginn & Co.: The Athenæum Press. 1898. pp. 43.

The Trans-Missouri freight decision is not allowed to rest. The principle that a combination of railroad companies for determining rates is in restraint of trade within the Trust Act of 1890 is attacked by Mr. Randolph in a clearly stated and well-considered pamphlet, reprinted from the "Political Science Quarterly" for December, 1897. The main point of attack is the conclusion of the court that railroad combinations, although reasonable, may nevertheless be in restraint of trade. The absurdity of this position seems to be exaggerated by the author; for it is quite conceivable that a contract should be of a class so likely to be abused that policy demands a ban upon the whole class. Yet the reader cannot but sympathize with Mr. Randolph's conclusion that combinations of railroad companies are not of a class which must thus be outlawed. The force of this conclusion is strikingly brought out when it is remembered that combinations of corporations engaged in interstate commerce rest upon really the same basis as combinations of laborers so engaged, and that, as Mr. Randolph says, the reasoning which brings all railroad agreements within the Trust Act must cover equally all combinations of workingmen engaged in interstate commerce. This logic seems inevitable; and one cannot help wondering how the Populist members of Congress would answer it.

Accepting, nevertheless, by force of circumstances the construction of the Trust Act which holds that railroad rates must be those fixed by "unchecked competition," the author urges the repeal of the Act on the ground that reasonable restraint of trade is better than the "unrestrained competition of savagery." It is suggested that the argument for free competition would reach the same result. Compulsory competition is not free competition: for free competition, in the broader sense, includes as incidents freedom of contract and freedom of combination. By either path, however, we reach the same conclusion, that the Trust Act as at present construed is opposed to the proper development of the economic state.

Mr. Randolph's pamphlet is to be welcomed as giving to a difficult subject a scholarly treatment which, though not always convincing, is always suggestive. Works of this nature are sorely needed as a check upon ill-considered legislation.

J. G. P.